

HONOLULU MOTORISTS LIKE AMERICAN UNDERSLUNG CAR

KERSHNER PLANT SPEIGELMYER IS UP-TO-DATE ON SCHOOLS

Kershner Vulcanizing Co., Ltd.

Successors to J. W. KERSHNER

1175-1177 ALAKEA STREET

Advanced Vulcanizing

Specializing on Retreading---adds life to the tire.
Our new method eliminates danger of "blow-out."

TIRE REPAIR LIST FOR 1911

Size of Tire	Retreading	Regular Sectional Repair	TUBE REPAIRS	
			Puncture	Valve
28x3	\$7.50	\$3.00	.....\$5.00	.....\$5.00
30x3	7.80	"	.....5.00	.....5.00
32x3	8.10	"	.....5.00	.....5.00
34x3 1/2	9.10	4.10	.....5.00	.....5.00
35x3 1/2	9.60	"	.....5.00	.....5.00
36x3 1/2	10.00	"	.....5.00	.....5.00
38x3 1/2	11.00	"	.....5.00	.....5.00
38x4	11.10	4.20	.....5.00	.....5.00
40x4	11.40	"	.....5.00	.....5.00
42x4	11.70	"	.....5.00	.....5.00
44x4	12.00	"	.....5.00	.....5.00
46x4	12.30	"	.....5.00	.....5.00
48x4	12.60	"	.....5.00	.....5.00
32x3 1/2	12.20	2.65	.....5.00	.....5.00
34x3 1/2	13.60	"	.....5.00	.....5.00
36x3 1/2	14.10	"	.....5.00	.....5.00
38x4	20.40	7.30	.....5.00	.....5.00
40x4	21.10	"	.....5.00	.....5.00
42x4	22.50	"	.....5.00	.....5.00

PLEASE NOTE:—These prices are minimum and subject to change without notice. Prices for sizes not listed will be furnished upon application.

Remember the Location:

1175-1177 Alakea Street

Phone 2434

P. O. Box 441

So many prospective purchasers have been after the graceful underslung American car that George C. Beckley brought back with him from the Coast that he put in an order for two more cars soon after his return, and these are expected. When the Wilhelmina docks next Tuesday these two cars will be slung off, and will be immediately available.

The American car is made in Indianapolis, and has proved a big seller from the start. The point that catches the buyer's eye is that, the machine is absolutely guaranteed for one year from date of sale, and at that, there have been few come-backs on dealers or factory.

The "Tourist" and "Traveler" are the two principal American models, and recently in the Indiana Four-State tour they made a fine showing. Some idea of the work accomplished is given by the following account of the tour, taken from an Eastern paper.

The American "Tourist" and "Traveler" models entered in this tour covered themselves with dust, mud and glory. Traversing a route almost as difficult as the famous Glidden tour of 1910, both cars finished without even the necessity of having even minor adjustments made on any part of the car.

Seventeen hundred miles through sand, over mountains and in gulleys with a river or a creek to ford for variety brought the "American Underslung" back to the factory with the motor humming as sweetly as when the start was made July 12.

Sixteen miles to the gallon of gasoline was the "Traveler's" record for the entire trip. And this with a motor 5 1/2 by 5 1/2. Can you beat it?

The rough and rocky roads demonstrated clearly the superior spring suspension of these cars and convinced all of the absolute safety and superiority of the underslung construction. Not a blow-out on the entire trip, the only tire trouble being caused by punctures. In the first 1200 miles only one quart of water was added to the original supply.

While the showing on this tour was particularly good it is not surprising as the "American" has proven by constant daily service during six years that it is the car to meet any emergency.

HUDSON MODEL 33 IS VERY RACY RIG

Manager Frank Howes, of the Associated Garage is a busy man these days, booking orders and making deliveries of the new models of the cars he handles. Several shipments of the new Hudsons have arrived, and among them one of the new model 33 roadsters. This is a particularly attractive and racy appearing car.

The new Chalmers 36 models have not arrived, but are expected on the next Wilhelmina. The first arrivals of the new Chalmers product is awaited with interest. The self starting device is a feature of the model 36.

The first 1912 Pierce-Arrow is expected within a week or two. This machine is sold to a prominent citizen of Honolulu.

One of the most completely equipped vulcanizing and tire repair plants in the islands is that of the Kershner Vulcanizing Company, Ltd., 1175 Alakea street, successors to J. W. Kershner. The very latest machinery and molds have been installed and the tire vulcanizing and re-treading is executed by the newest method, and experienced workmen.

Re-treading by the Kershner method is absolutely successful. Their new molds protect the sides of a casing from the terrific heat necessary to cure the new tread or section, and thus prevent it from becoming over-baked and cracking, or blowing out with short use.

While repairing automobile tires is the principal work, it is by no means all. Mechanical rubber goods of all kinds are manufactured. Pneumatic packing for the big turbine dredgers at Pearl Harbor is among the special work turned out. Automobile horn bulbs are also made; these are extra heavy and wear much longer than the ordinary bulb.

NEW HAYNES EXPECTED SOON

The 1912 announcement of the Haynes Automobile Company is received with a great deal of interest, this being the oldest concern manufacturing automobiles in America, and having just moved into its magnificent new factory. The Haynes people have adopted the slogan: "The Oldest Car from the Newest Factory."

Increase of size throughout, and a few refinements are the changes for this season. The motor is increased to 4 1/2 inch bore and 5 1/2 inch stroke, giving considerable more power than last year's motor. The wheel base is extended to 120 inches and 36 inch tires with demountable rims are supplied.

Equipment includes top, glass front, five lamps, Prestolite tank, Warner speedometer, horn, coat and foot rails, one extra demountable rim and full tool set.

J. A. Gilman, local agent for the Haynes expects some of the new cars soon, and states that he expects to sell a good many this season. The Haynes cars in use here have given excellent service under all conditions.

School days, school days! Did you ever remember off dem times when we went to school, Adolph—when we used to run way up in der wild mustard patch to eat our dinner, and while we was eating idt we could pick der big red ants out off der sandwiches? Ah, dem vas der times, Adolph, and dey vas down here now. School days has opened, and every-body iss happy except Mr. Pope, and he vas trying to do der impossible. Say, Adolph, did you ever hear der story off a landlady vhat had only nine rooms, and when ten men wanted lodgings she fixed it so as how each man had a room to himself? Vell, let me told you as how Mr. Pope has got der landlady beat to a frazzle when idt comes to a little problem of der kind. Der vas easy for him, and I suppose as how dey vill keep him doing idt when we half four times as many children and not so many schoolhouses. But dey vill reach his limit some day, and den vill let him out off der job because he failed.

Der vas a new picture off der volcano on exhibition in der promotion rooms, and idt vas about as nice work mit oil as you could like to see. You would think as how you vas right dere by der pit and sure can get der heat. Dere vas some mighty pretty oil paintings here off der island scenery. Der vas a feller here a week ago vhat wanted to do me in oil. Not on your life, I told him. I would sooner put my money into sugar stocks.

It has a great place for people to send money away to try dere luck in some scheme on der coast, but I never seen a case yet vhat did not turn out outkashpelt. After dey buy an interest in a load of post holes some place up in der vilds of Milpitas, dey go round here wearing socks so loud der feet cannot go to sleep, but I notice as how it iss der case, unless dey vas rich, dey vas soon looking for a job of fitting eyeglasses on potatoes.

Vell, Adolph, I vas not going to say no more.

Your friend, SPEIGELMYER.

Charles Orth of Walter, Okla., has bought at public auction for \$50 the Kansas, Lawton & Gulf railroad, capitalized at \$5,000. The road was chartered to build from Coffeyville, Kas., to the Red river.

After they had been prevented from giving away a baby, a man and a woman, who gave the name of Jeff Lee and wife, sold the child to Homer Howell, a young farmer living near Howes, Neb., for \$5.

Your Complete Wardrobe At Saving Prices

Reasonable Instalment Terms

Ladies' Frocks THE FORMFIT Sachs Bld Beretania

THE "AMERICAN" CAR

Underslung 1912 Models --- "A Car for the discriminating few"

The Most Widely Copied Automobile in America Today

The advantages of the underslung construction may be summed up as follows:

FIRST—An absolutely straight line drive.

SECOND—Low center of gravity.

THIRD—Large wheels.

FOURTH—Spring suspension.

FIFTH—Clearance.

The "AMERICAN" Traveler 50 H. P. won the Bulletin Cup, July 30, 1911, with a perfect score.

An "AMERICAN" made the perfect score in the 520-mile endurance run from Oakland to Lake Tahoe and return.

An "AMERICAN" won the Valvoline trophy cup for breaking all records between Sacramento and Tallac. Time: Four hours, thirty minutes, flat.

On July 30 three "AMERICAN" stock cars entered the San Francisco-Santa Cruz endurance run and each finished with absolutely perfect scores.

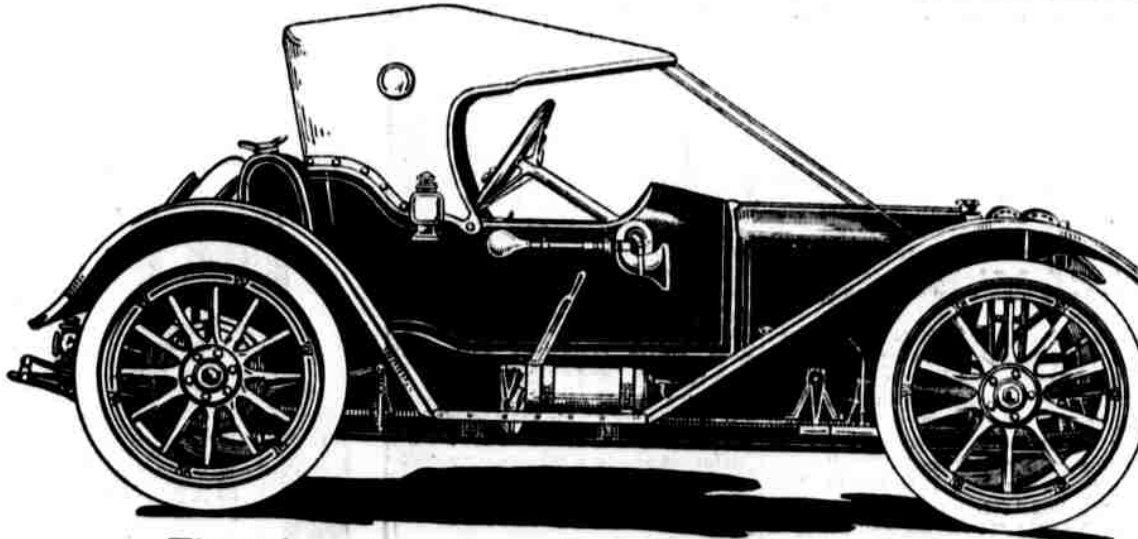
GUARANTEE

Every car is guaranteed for one year from date of sale.

This includes adjustments, working time and new parts if necessary.

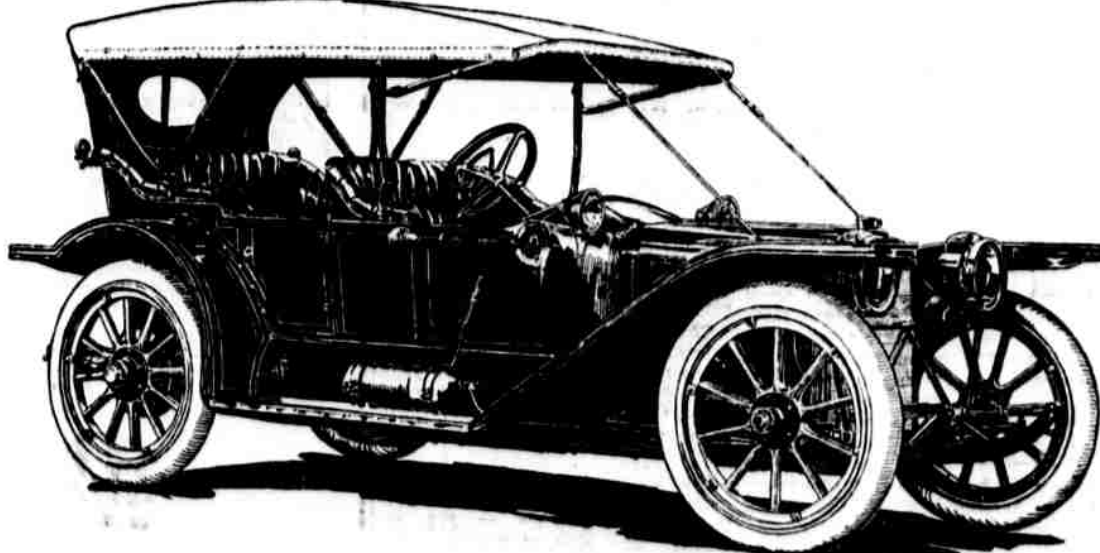
In other words, no garage bills.

GUARANTEE



The "American Scout" (Type 22) \$1250

Strictly a two-passenger car. Wheelbase 102 inches. Tires, 36x3 1/2 inches front and rear on Q. D. demountable rims. Regular equipment includes top and top boot; 5 lamps; Prest-O-Lite tank; Bosch High Tension Magneto; tire holders; horn; jack; tools and tire repair outfit.



The "American Tourist" (Type 34) \$2250

Four passengers. Wheelbase, 118 inches. Tires, 37x4 inches front and rear on Q. D. demountable rims. Regular equipment includes top and top boot; 5 lamps; dash lights electric; Prest-O-Lite tank; Bosch magneto and storage battery; one extra rim; shock absorbers; foot rest; tire holders; horn; jack; tools and tire repair outfit.

"American Scout" (Type 22)

Specifications

MOTOR—Four cylinders, "T" head type, cast in pairs; bore, 3 1/2 inches; stroke, 4 1/2 inches. Water cooled by centrifugal pump, 20 H. P.

IGNITION—Bosch high tension magneto operating through one set of spark plugs directly over intake valves. Kick switch on dash.

CARBURETOR—Float feed, single jet type, with auxiliary air valve. Adjustable from dash.

GASOLINE SUPPLY—20 gallons contained in oval tank behind seat.

OIL SUPPLY—2 gallons contained in bottom half of crank case and 6 gallons in auxiliary tank, integral with gasoline tank.

LUBRICATION—Pump and splash, constant level, self-contained system on motor. Transmission runs in oil, and differential in grease.

CONTROL—Irreversible worm and gear, steering gear, with 16-inch steering wheel, spark and throttle control levers inside wheel on stationary sector. Service brake, foot pedal; emergency brake, hand lever.

CLUTCH—Linedbestos facing, cone type, spring plungers under lining make easy engagement.

BODY—Sheet steel on an ash frame; upholstery, machine-buffed leather and genuine curled hair.

TRANSMISSION—Sliding selective type, three speeds forward and reverse with direct drive on third speed. Shafts and gears of chrome vanadium steel. All bearings annular type of unusually large diameter.

DRIVE—Shaft to level gears and floating live rear axle that bear no weight.

FRONT AXLE—One-piece, special analysis steel, "I" beam section.

WHEELS—Front, ten spokes, 1 1/2-inch selected second growth hickory; rear, 12 spokes, 1 1/2-inch selected second growth hickory. Demountable rims.

BRAKES—Double internal expanding in 10 and 14-inch pressed steel, dust-proof, brake drums on rear wheels.

FRAME—Underslung, giving low center of gravity. Pressed steel of high tensile strength.

SPRINGS—Semi-elliptic, 38 inches front; 47 inches rear.

CLEARANCE—9 1/2 inches under entire car.

WHEELBASE—102 inches.

TREAD—56 inches.

Geo. C. Beckley

DISTRIBUTOR,

Alakea and Hotel Streets

Phone 3009